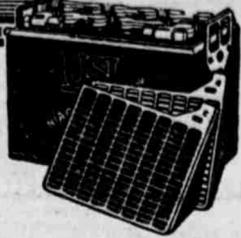


USL

U. S. LIGHT & HEAT CORPORATION



The improved machine-pasted plate USL storage battery is sold on a 15 months' guaranteed adjustment plan.

Trade In Your Old Battery for a New USL

THE famous machine pasted plate USL starter battery is made in all sizes to fit all cars, and is very easy to install—so bring in your old battery and let us put in an improved machine-pasted plate USL—the starter battery with a 15 months' Guaranteed Adjustment Plan—the battery that's "jam full of juice," and "always on the job."

Liberal allowances on old batteries. Free inspection. Courteous treatment. Prompt service.

CHARLES F. SCHAFER
114 East Third Street Phone 63
ALLIANCE, NEBRASKA

(U S L Service Station)

Saves Eggs

Royal Baking Powder makes it possible to produce appetizing and wholesome cakes, muffins, cornbread, etc., with fewer eggs than are usually required.

In many recipes the number of eggs may be reduced and excellent results obtained by adding an additional quantity of Royal Baking Powder, about a teaspoon, for each egg omitted. The following tested recipe is a practical illustration:

SPONGE CAKE

1 cup sugar
1/2 cup water
3 eggs
2 teaspoons Royal Baking Powder
1 cup flour
1 teaspoon salt
1/2 cup cold water
1 teaspoon flavoring

DIRECTIONS:—Dissolve sugar and water until syrupy, spin a thread and add to the stiffly beaten whites of eggs, beating until the mixture is cold. Sift together three times the flour, salt and baking powder; beat yolks of eggs until thick; add a little at a time flour mixture and egg yolks alternately to white of egg mixture, stirring after each addition. Add 1/2 cup cold water and flavoring. Mix lightly and bake in moderate oven one hour.

The old method called for 6 eggs and no baking powder

ROYAL BAKING POWDER

Made from Cream of Tartar, derived from grapes, adds none but healthful qualities to the food.

No Alum

No Phosphate

IT IS YOU

WE MUST CONSIDER AND SATISFY



Our business success has depended upon what you have thought of the merchandise we sell and the service we render—therefore—IT IS YOU we think of when we purchase the merchandise that must bear our label.

We want something more back of it than "just price", for you know it is possible to pay much and get little in value.

Our name on your next purchase means quality plus and at prices you are willing to pay.

CAPPS 100 PER CENT
PURE WOOL
CLOTHES

\$15.00 to \$30.00

E. G. LAING

"MODERN CLOTHES FOR MEN"

PROPOSED RULES ON CAR DISTRIBUTION

State Railway Commission Formulates Temporary Rules to Conform With New Law

The state railway commission at Lincoln has formulated a set of temporary rules to conform with the law passed by the last legislature covering the distribution of freight cars in time of shortage. These rules are as follows:

Car Distribution Rules

On and after May 20, 1917, and until the further order of the Commission, all freight cars affected hereby shall be apportioned and distributed according to the following rules:

DEFINITIONS: The cars to be apportioned under these rules shall be all cars available and suitable for the transportation of commodities offered for shipment in Nebraska.

A "division" shall be that portion of a railroad under the direct supervision of a division superintendent.

A "station" shall include agency and non-agency stations and all other points upon a railroad from which rates are quoted in the official tariffs of the carrier.

A "shipper" shall mean any person, firm, company, association or corporation in Nebraska offering freight in carload lots to be carried over the railroad in accordance with the provisions of the official tariffs of the carrier.

Shippers shall be divided into "regular shippers," "new regular shippers" and "miscellaneous shippers."

A "regular shipper" is any person, association, firm or corporation established at a station who has made shipments of commodities in carload lots at frequent intervals from such station for one year or more immediately preceding date of his classification.

A "new regular shipper" is any person, association, firm or corporation established at a station for less than one year and the nature of whose business requires shipments of commodities in carload lots at frequent intervals.

A "miscellaneous shipper" shall be every shipper other than a "regular" or "new regular" shipper.

General Rules

Rule No. 1.—The apportionment of cars by the railroad company between different divisions, stations and shippers, shall be determined by the relative volume of carload shipments of freight originated by each division, station and shipper. The unit for determining the relative volume of shipments shall be the calendar month.

Division

Rule No. 2.—Cars shall be apportioned during the current month to each division according to the ratio the carload shipments originated by such division during the corresponding month of the last five preceding years bears to the whole of such shipments originated by the railroad.

A.—In determining the ratio as provided in this rule, shipments moving in open top, live stock, and specially equipped cars shall be considered separately from shipments in other cars.

B.—Cars moving under consignment or cleaning in transit privileges shall be included at point of origin only.

C.—Cars forwarded carrying less than carload shipments from jobbing stations, shall be included in determining the ratio as provided in this rule.

Station

Rule No. 3.—Cars shall be apportioned during the current month to each station according to the ratio the carload shipment originated by such station during the corresponding month of the five preceding years bears to the whole of such shipments for the same period from all stations upon the division.

A.—Sub-divisions (A), (B), and (C) of Rule No. 2 shall apply to and modify this rule.

B.—In the case of stations which have not been in existence for five years, the ratio shall be computed upon the actual period during which the station has existed.

Shippers

Rule No. 4.—Cars shall be apportioned during the current month to shippers at a station according to the carload shipments originated by each shipper during the corresponding month of the five preceding years.

A.—In determining the ratio and apportioning cars, shipments moving in open top, live stock and specially equipped cars shall be considered separately from shipments in other cars.

B.—Cars shall be apportioned to regular and new regular shippers as a class, and to miscellaneous shippers as a class according to the respective ratio which the number of carload shipments made by each of such classes bears to the number of all carload shipments during the monthly five year period.

C.—Cars shall be apportioned to each regular shipper according to the ratio the carload shipments originated by him bears to the whole of such shipments by regular shippers during the monthly five year period. In the case of regular shippers who have not been established at the station for five years preceding, the ratio as to all regular shippers at the station shall be computed upon the corresponding monthly period that the junior regular shipper has been in business. The purchaser of an established industry in the regular and new regular class of shippers shall succeed to the rights of his predecessor.

D.—Cars shall be apportioned to the new regular shipper according to the ratio which the average number of carload shipments of like commodities made by regular shippers at all stations on the division on which such station is located during the five year monthly period, bears to the sum of such average number

and the average number of carload shipments made by regular shippers at the station during such period.

E.—Cars shall be apportioned to each miscellaneous shipper in rotation in the order application is made therefor by miscellaneous shippers in the order book.

F.—Whenever any shipper declines or fails to accept a car apportioned to him, or fails to begin to load the same within the free period allowed for loading under the official tariffs of the carrier, he shall forfeit all right to such car and the car shall be apportioned to the next shipper entitled thereto. A car so transferred shall not be counted against the shipper accepting and loading the same in the monthly apportionment.

Keep Order Book

Rule No. 5.—Every railroad company shall provide each of its station agents with a book to be known as the car order book, which book shall be open to the inspection of shippers during regular business hours. Such book shall be properly ruled and with suitable headings and shall show (a) the name of the applicant, (b) the date of the order, (c) the date car is wanted, (d) the commodity for shipment, (e) the kind and capacity of car desired, (f) the general direction of the shipment, (g) the date car is furnished, (h) the initial and number of car furnished, and (i) the kind and capacity of car furnished.

Rule 6.—Every shipper shall apply for a car or cars in his or its own name only. No shipper shall apply in any one day for cars in excess of his or its capacity to load in one day, and no shipper shall have at any one time unfilled applications for cars in the car order book the capacity of which cars shall be in excess of the volume of commodities owned or purchased by him or it and offered for shipment.

Rule 7.—Every station agent shall securely post the official copy of these rules in a conspicuous place in the station building of which he has charge, which place shall be open to all shippers during regular business hours.

LIVE STOCK PRICES AT SOUTH OMAHA

Fair Supply Of Cattle; Market Steady

HOG MARKET DLAGGY AFFAIR

Lambs Keep Going Up—New Records for Both Woolled and Shorn Stock—Open Fall 15¢ Higher. Mexican Lambs Touch \$19.25. Best Clippers Not Sold. Decent Receipts, About 4,800 Head.

Union Stock Yards, South Omaha, Nebraska, May 16th, 1917.—The week opened out with fairly liberal run of cattle, 222 loads or about 7,000 head being reported in. As supplies were not very large and as both local packers and shippers had liberal orders to fill, it took dealers but a short time to get down to business and clean up the offerings at prices that were fully steady with the close of last week. Strictly good to choice 1,200 to 1,500 pound heaves sold from \$12.00 to \$13.10, the latter figure being a new record paid for beef steers at this point. The market was good and steady from start to finish and an early clearance made. Strictly good to fat she stock sold from \$10.25 to \$11.25.

Quotations on Cattle: Good to choice heaves, \$12.10 to \$13.10; fair to good heaves, \$9.50 to \$11.00; good to choice heifers, \$10.00 to \$11.25; good to choice cows, \$9.75 to \$10.75; fair to good cows, \$8.75 to \$9.75; canners and cutters, \$7.00 to \$8.50; veal calves, \$9.00 to \$13.25; beef bulls, \$7.00 to \$10.00.

Hog receipts were just about normal for a Monday at this time of the year, arrivals footing up 80 cars, or about 6,500 head. Demand from shippers was fairly good and more than a third of the offerings were taken by them rather early at prices that were around 10c higher generally, and ranging from a big 15c up in some cases to not over 5c higher in others. Packers had done nothing up to a rather late hour. They showed no inclination to follow the shipper's advance.

Sheep and lamb receipts for Monday were estimated at 20 cars, or 4,800 head, being a little smaller than last Monday, but a gain of 1,800 head over a year ago. Several loads of shorn lambs sold fairly early at prices that were at least 15¢ to 25¢ higher, sales being made as high as \$15.40 to \$15.55, the latter being a new high mark for this market. One of the two loads of woolled lambs that were offered sold at the new record price of \$19.25.

Quotations on sheep and lambs: Lambs, Mexican, \$18.50 to \$19.00; lambs, fed westerns, \$17.75 to \$18.50; lambs, shorn, \$14.50 to \$15.40; spring lambs, \$15.50 to \$18.00; yearlings, shorn, \$11.50 to \$13.50; wethers, shorn, \$11.00 to \$13.00; ewes, good to choice, \$14.00 to \$14.75; ewes, fair to good, \$12.50 to \$13.75; ewes, plain to good, \$8.50 to \$12.25; ewes, shorn, \$10.75 to \$12.50.

Acme of High Art.

"What were those rare plaques I noticed on your dining-room plate rail?" "My wife's first pier, sir."—American Cookery.

Mr. Business Man, on your next trip take along some artistically printed business cards. The expense is light and they are business getters. The Herald's job printing department will turn them out promptly. Phone 340 and we will call.

ALCAZAR

Kerosene Gas Cook Stoves For

Economy of fuel, comfort in the kitchen, labor saving in cleaning, weight of material, strength of construction and perfect satisfaction

Have No Equal

Save Money by Buying before the Raise in Price

May 20th

RHEIN-ROUSEY CO.

Alliance Junk Company

OLD IRON \$5.00 PER TON
BONES 10.00 PER TON

EXTRA BIG PRICES FOR OLD COPPER AND BRASS.

L. Kulakofsky, Prop.

PHONE 222

309 LARAMIE AVE.

THE ELECTRICAL WAY



The modern and efficient way to light your home and lighten your work. Eliminate the drudgery of needless toil and reduce the high cost of living by devoting your time and energy to more profitable work. The cost of electricity in Alliance is exceedingly small.

Let us install your electric equipment, lights and fixtures. All our work is done by men of long experience in the business—thus insuring you complete satisfaction.

There is an electric appliance for every need—and many of them are adapted to your needs.

We carry a complete line of fixtures, lamps and labor-saving devices. Confer with us and save both time and money. Our prices are as low as any in the world.

Alliance Auto Supply Co.

ELECTRICAL DEPARTMENT

J. H. Kane, Mgr.

Are You Going to Build?

You have been planning, perhaps, to repair your barn, build a garage, build a chicken house, put on a new roof or erect a new wing to your house.

You want to do it WELL, but CHEAPLY.

That's where WE come in. If you're going to do the work yourself or have it done by the day's work, get our figures on lumber and supplies.

We know what we are talking about. We invite you to PUT US TO THE TEST.



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